

**INFORMATION REPORT INFORMATION REPORT**  
**CENTRAL INTELLIGENCE AGENCY**

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1. The Mizil airfield is located about 200 meters south of the Floesti-Buzau railroad, 2,400 meters east of the eastern border of Mizil. The Floesti-Mizil-Buzau highway runs 500 meters north of the airfield. The field lies about 1,500 meters west of Lake Vintileanca.

Aircraft and Aircraft Activity

2. Stationed at the field are 36 twin-engine jet bombers with the engines suspended under the fuselage. The wings are high on the fuselage and at right angles to it. The vertical stabilizer is straight and only scarcely backswept. The horizontal stabilizer is connected with the fuselage at the same place at which the vertical stabilizer is attached to the fuselage, and is also slightly backswept. The wingspread is 22 meters. There are also 18 MIG-19-U type fighters stationed at Mizil.
3. The aircraft are not parked in regular parking places on the field. Four aircraft are parked together, and three groups of four airplanes each are parked close together in three parts of the field. The fighters are parked in three groups of six each. At times, aircraft are parked on the concrete apron before the hangars.

4. Both types of aircraft are silver gray.

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5. Bombers solo for only 40-45 minutes. In staggered flights of four aircraft, the planes often remained in the air for two to three hours, but several times during the period of observation they did not return to the airfield for several days. The fighters were not in the air for more than 25 to 30 minutes. The bombers flew either solo or in flights of four, two aircraft flying either under, over, or behind the

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other two. The fighters are night fighters and a flight of the squadron is on the alert every night. Bad weather did not hinder air activity.

6. When more than one aircraft takes off, the aircraft start one after the other. When the first plane is in the air, the second plane gets the starting signal. Individual aircraft land and take off in a short space of time, perhaps ten minutes. In the case of bombers, pilots and other personnel of the plane are changed after a flight of 40 to 45 minutes. In the case of fighters, the two-man crew is changed after every flight of 25 to 30 minutes. Only Soviet pilots fly, since the airfield is used only by Soviet combat planes.

#### Antiaircraft Artillery Installations

7. There is one concrete battery emplacement located 150 meters west of the west side, and another 150 meters east of the east side, of the field at about the center of the respective sides. Each emplacement is for a four-gun battery. The Soviet antiaircraft batteries in these emplacements, according to Soviet soldiers, are operated by radar. Six earthen anti-aircraft installations, strengthened with osier and equipped with 40 37-mm antiaircraft machine guns, are located north of the south side of the airfield. The installations are 200 meters apart from each other in two groups, with a distance of about 700 meters between groups.

#### Radar

8. The airfield has two radar installations, one on the flat roof of the airfield headquarters building, and the other near each of the two medium antiaircraft batteries. The radar installation on the flat roof of the headquarters building is mounted on a concrete column, 3.5 meters high. The screen is four meters long and 1.6 meters high. Near this installation there is an instrument 1.8 meters high, which occupies a ground space of one square meter, covered with planks.
9. The radar installation near each of the antiaircraft batteries consists of three parts, two of which are mounted on the trailer of a truck and may be placed on the ground on a foundation which resembles a cross-shaped antiaircraft gun mount. One of these parts consists of a rotating, round, and longish radar screen. A soldier sits on the mount between the two radar installations. The second of these parts looks like the body of a completely closed truck, about three meters long by 1.8 meters wide, and 2.5 meters high. On the roof of this structure, there is a screen made of coiled wire, three meters long, one meter high, and 30 centimeters wide.
10. Soviet soldiers and officers were observed rushing in and out of the airfield headquarters building. They ran to the hangars and the barracks complex and back again, apparently delivering communications. Around the radar installations at the antiaircraft emplacements, Soviet soldiers and officers seemed to be very busy. The screens were put into operation. No planes were observed flying in the neighborhood of this radar station.

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Buildings and Runways

11. On the north side of the airfield, there is a total of seven buildings. In the western part of the north side, there are concrete hangars each with an area of 110 by 60 meters, with flat roofs, and rolling sheet steel doors. The interior of each hangar is divided into two parts by a row of concrete pillars.
12. A one-story, hall-like building 150 by 25 meters, serves as an assembly workshop and warehouse. It is located north of the north side of the field, on the north side of the railroad siding.
13. The airfield headquarters building is in the northern part of the west side of the field, west of the concrete apron. It has three stories, a flat roof, and covers an area of 40 by 20 meters.
14. The control tower is on the west side of the field, but inside it, about 100 meters northwest of the western end of the runway. The circular tower, with a diameter of seven meters and a height of 18 meters, has only one room on the ground floor. Above the ground floor, there are two stories consisting of one room each. There is a spiral staircase and elevator inside the tower. The room on the top floor has glass walls with a circular enclosed balcony. From this floor, steps lead to the flat roof.
15. The barracks complex, 300 by 300 meters, is west of the northern corner of the field and outside it. It consists of a two-story U-shaped building, 40 by 20 by 10 meters (sic); two three-story barracks, 40 by 15 meters in area; two rows of garages; one warehouse resembling teeth of a comb; and one gasoline station.
16. Airplane parking places are located along two-thirds of the north side towards the east and along the whole south side of the field. There are 20 places on the north side and 40 places on the south side, each 18 to 20 meters wide, sunken and protected by embankments.
17. There are two 15 by 10 meter ammunition dumps built of reinforced concrete located on the west corner, outside the field. A transformer substation is located northwest of the field.
18. No construction is underway and no construction equipment is on the field.
19. There is one runway on the field, lying southwest-northeast down the center. An elliptical taxiway runs around the field. The concrete dispersal area is south of the hangars.

Radio and Lighting

20. The radio station is in the control tower. The umbrella-shaped antenna is on the tower roof. [redacted] instrument flying equipment is installed in the control tower, but no details are available.
21. There are four large searchlights on the field, which are said to be 2,200 millimeters. Usually, they are mounted on three-axle Soviet trucks.

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There is a funnel-shaped instrument, 1.5 meters in diameter, on the search-lights which reportedly serve as listening devices.

22. There are sunken lights, 70 centimeters long and 35 to 40 meters apart, on both sides of the runway. In the western and eastern extensions of the runway, outside the west and east sides of the field, respectively, there are wedge-shaped, sunken, red lights.

#### Fuel and Ammunition

23. The central fuel dump is on the north side of the field near the terminus of the railroad siding outside the airfield. From this point, an underground pipe leads to a tank next to the first hangar toward the west. An automatic pump is directly adjacent to this tank. The central fuel dump consists of four underground gasoline tanks with a capacity of 15 tons each, and four iron tanks also sunk into the ground, with a capacity of 10 tons each. They are separated by ditches. One carload of fuel a day, which is supposed to correspond to the daily fuel requirements of the aircraft stationed at this field, is brought to the dump. The tank near the hangar is also underground. Some of the aircraft fill up at the pump and some from four three-axle, five-ton trucks on the field. No excavation is being carried out near the hangars.

24. There are two ammunition dumps in the barracks complex. [redacted] there is a Soviet bomb depot about four kilometers from Gura-Vadului, in the neighborhood of benchmark No. 209.

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#### Military Personnel

25. The strength of the bomber regiment is 800 men; of the night pilot squadron, 250 men; and of the ground crew battalion, 300 men. The shoulder straps of the bomber regiment and the night pilot squadron are blue [redacted]. The Commanding Officer of the bomber regiment, Colonel Alexis Keresov, is also the Airfield Commandant. He has been stationed at the field for a long time. The turnover among other officers was very large.

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26. It is reported that the Soviet Air Force units stationed at the airfield belong to the 4th Air Fleet and are subordinate to the 103rd Soviet Air Division, which is said to be stationed in Focsani. Only Soviet units are quartered on the field. The units on the field consist of the following:

- a. One Soviet light bomber regiment, [redacted]
- b. One unattached night fighter squadron;
- c. One mixed antiaircraft artillery battalion; and
- d. One ground crew battalion.

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Railroad Connections and Transport

27. The railroad siding, which branches off from the Floesti-Buzau railroad, ends in front of the central fuel dump. There is an L-shaped platform at the terminus. Supplies for the airfield are brought in partly by truck on the Floesti-Buzau road and partly in freight and tank cars.

Vehicles

28. Trucks, jeeps, motorcycles, and prime mover trucks were observed only at such a distance that precise observation was impossible. However, four five-ton fuel trucks, operated by personnel wearing blue shoulder straps, were recognized.

Security Factors

29. The military authorities have declared the whole area around the airfield a military area, prohibited to civilians. The entire field is not fenced.

30. The following is a legend for the attached sketch:

1. Concrete runway.
2. Taxi strip.
3. Concrete dispersal area (apron).
4. Aircraft parking places.
5. Hangars.
6. Assembly workshop and warehouse.
7. Airfield headquarters building.
8. Control tower.
9. Barracks complex.
10. Two concrete battery emplacements for medium (antiaircraft artillery) batteries.
11. Six light antiaircraft machine gun emplacements.
12. Wedge-shaped lights indicating the direction of the concrete runway.
13. Electric power trunk line.
14. Transformer substation.
15. Central fuel dump.
16. Fuel tank in front of hangars.

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17. Ammunition dump in barracks complex.
18. Direction to probable bomb depot.
19. Parking places of the three bomber squadrons.
20. Parking places of the night fighters.

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